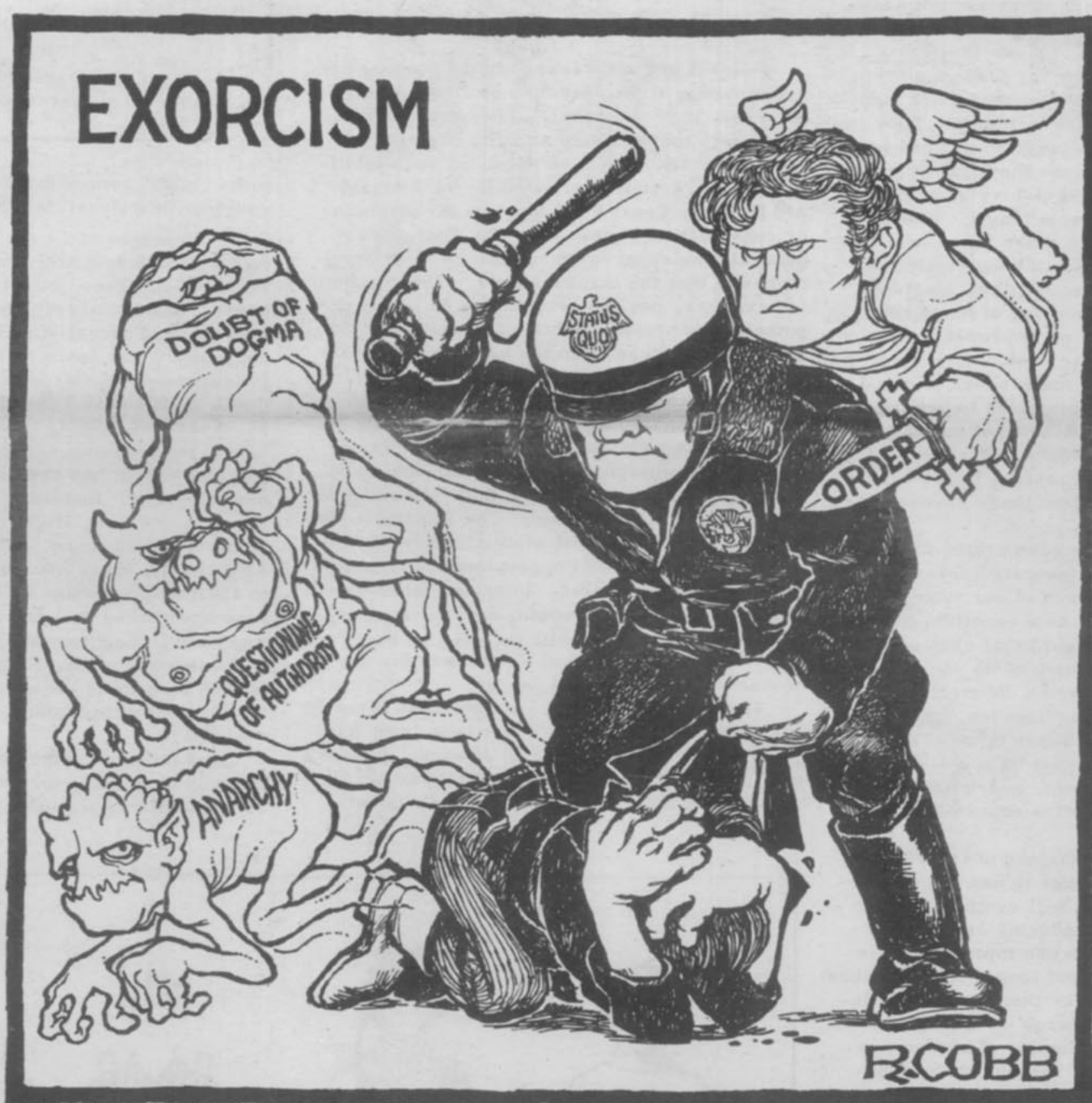


d.c. gazette

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25¢



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DC NEWS

PETER S. CRAIG

The highway trust boondoggle

PETER Craig is a Washington resident and a former official of the Department of Transportation who has been a leading foe of the highway lobby. The following is excerpted from testimony delivered by Craig before a subcommittee of the Joint Economic Committee of Congress.

IT is overdue that the Federal Aid Highway Trust Fund be abolished. Indeed, it is one of the most pernicious "trusts" that has ever existed on the American scene.

All federal tax revenues related to use of motor vehicles are assigned to the Federal Aid Highway Trust Fund. These include all of the taxes that I and other citizens pay for purchasing an automobile, or tires, or gasoline with which to operate the vehicle. Whatever may be our personal wishes, such taxes are not available to support anything but expenditures for new highway investment. By law they must be spent on either planning for more highways or 90% or 50% federal reimbursement of state planning or construction of highways. They are not available for any "software" solutions for transportation problems, be they traffic police or transit subsidies or regulatory or pricing restraints on excessive auto travel. Neither are they available for any other "hardware" solutions, be they rapid transit construction or anything else. Such taxes, by law, must be spent on promoting the pouring of more concrete or asphalt for new or improved highways whether we taxpayers like it or not.

This makes about as much sense as earmarking all federal income taxes to use for income-earners only, or all federal estate taxes for use for the deceased only. It is totally artificial and arbitrary and contrary to the wishes of the taxpayers from whom these revenues are taken.

Not satisfied with the earmarking of these federal taxes for highway construction only, the Congress reached into each of our states 36 years ago and directed (as a condition for receiving federal highway aid) that each state have a corresponding earmarking of its own tax revenues. All state tax revenues "from State motor vehicle registration fees, licenses, gasoline taxes, and other special taxes on motor-vehicle operators of all kinds" must be spent "for the construction, improvement, and maintenance of highways and administrative expenses in connection therewith."

This automatic earmarking of federal and state highway-related taxes to new highway investment has had -- and will continue to have -- the inevitable result of inducing or coercing more and more people to use more and more automobiles for longer and longer trips, without any discernible benefit for them and to the detriment of the public at large -- through the deterioration or ultimate demise of alternative forms of transportation, through the uncontrolled suburban sprawl and decline of our central cities, through increased physical danger to the human species resulting from added air pollution, increased noise pollution and ever-mounting loss of life and property damage from automobile accidents.

Absent a quick ending to this Highway Trust, the only alternative (and an alternative that may only hold the present imbalance from becoming worse) is equally massive state and federal subsidies to the creation of competing "trust funds" to promote public transit, center city housing, etc.

There are three basic fallacies advanced by the benefactors of the Highway Trust in defense of this legislative earmarking of highway-related taxes: (1) they are "user charges" and hence it is appropriate to require their allocation to pay for the facilities used; (2) they represent the implied desires of persons buying automobiles, tires, gasoline, a driver's permit or license tags; and (3) future "needs" for the pouring of more asphalt and concrete are so great that it would be inequitable if highway users did not pay for most of such needs.

User charge fallacy

Federal and state taxes for the purchase of automobiles, tires, gasoline or licenses are in no sense "user charges." They bear no relationship to the facilities actually used and, in fact, generally cannot be spent for such facilities. Tax revenues collected by the Federal-Aid Highway Trust Fund must go for planning or construction of new highways; they cannot generally be spent for maintenance of existing highways that the taxpayer uses. They cannot, for example, pay for resurfacing or filling of potholes, for traffic lights or streetlights, for clearing of refuse from the highway, for tending grass or landscaping, for traffic police. Generally, they must be spent on a highway that the highway user does not use.

If highway-related taxes were to be in any sense "user charges," there would have to be a concerted effort to require their allocation to the facilities actually used. The Bureau of Public Roads estimates that state and federal taxes on highway users total approximately 1.2 cents for every mile traveled. Imagine, therefore, if you will, a penny dropping from your gas tank every 4400 feet, with the pennies being swept up periodically and earmarked for use of that 4400-foot section only.

The street on which I live (Macomb Street in Cleveland Park) is 4400 feet long from Wisconsin Avenue to Connecticut Avenue. Approximately 8,000 vehicles use this highway per day. This means that the federal and D. C. govern-

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d.c. gazette

109 8th St. NE Wash. DC 20002

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ment collect approximately \$100 per day from users of this street, or about \$36,500 per year. Over the period of 13 years while I have lived on Macomb Street, this means approximately \$400,000 has been collected from the street's users. Approximately one-third of this money went to the Federal-Aid Highway Trust Fund; not a penny was spent on Macomb Street. Approximately two-thirds of this money went to the D. C. Highway Trust Fund (also established by Congress). Aside from the filling of potholes, the only expenditure from this fund for Macomb Street has been one resurfacing in the past 13 years. Instead of removing the former surface, the D. C. Highway Department (to economize) placed a new surface on top of the old. As a result, there has been substantial damage to abutting properties from erosion as rains have overflowed the gutters. I do not know how much the D. C. Highway Department spent for this resurfacing, but I am sure the unreimbursed damage to the street properties far exceeds the few thousand dollars spent on the resurfacing.

I and other contributors to this \$400,000 in highway user taxes for use of Macomb Street are subsidizing something. What is it? Since

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the fortunate demise of the proposed Northwest Freeway and Glover-Archbold Parkway, by act of Congress in 1960, the major highway proposal affecting my part of the city has been the North Central Freeway. In a study I undertook in late 1966, I concluded that the net federal and D.C. subsidy for the proposed North Central Freeway would be in excess of \$6,000,000 per year and if the projected users of such freeway were to be assessed proper user charges they would have to pay from 5 to 6 cents per mile over and above their existing highway-related taxes. On a city-wide basis, I pointed out that the city of Washington and the federal government would be subsidizing the users of proposed new freeways throughout the city at the level of about \$40 million annually and that it would be cheaper to buy and operate the local transit companies free of any user charge.

Let us not delude ourselves that highway-related taxes can be equated to user charges. The Long Island resident whose wife drives him to the railroad station each morning is paying taxes which are being used for new highways that could destroy his rail commuter service. The bus transit rider is paying fares to a company that is, in turn, paying highway-related taxes for the construction of new roads that may render that bus service uneconomic and put it out of business. In short, taxes on highway use are being used, at both the federal and state level, to make automobile use an absolute necessity for all people because there will be no other alternative. Already, for over 50% of highway users, they have no alternative but to drive their own private vehicles. The taxes they and others pay are resulting in this percentage becoming higher each year.

Implied consent?

The argument is still advanced that when citizens pay taxes on automobiles, tires or gasoline, they are "voting with their pocketbooks" for more new highway construction.

Nonsense.

Some taxpayers may want more highways; some may not. But the ratio for or against a specific project is not determined by taxes we all must pay.

In city after city, the persons who fill the federal and state highway trust funds have indicated that they don't want the new highways that would be constructed with such money. The situation in Washington is typical:

--A 1963 opinion poll by National Analysts, Inc., of Washington area highway commuters discovered that 66.3% of the auto and bus commuters preferred future investment to be for rapid transit, rather than new highways and parking. In the District of Columbia, the preference was 69.1%. In Alexandria (the lowest of the suburbs) it was still 61.8%.

--In May 1968, at the D.C. Democratic primary elections, 95% of the 98,330 registered Democrats voting on the issue, favored a proposal that would have prohibited new freeway construction unless approved by a specific referendum.

--At the November 1969 elections, a referendum open to all D.C. voters disclosed that 84% opposed construction of Three Sisters Bridge and related freeways.

This reaction has been typical of our major, more densely populated cities. The city of San Francisco rejected over \$200 million of federal 90% aid, preferring to forfeit their share of the taxes rather than build the freeways this money would subsidize. Citizens in New Orleans have finally succeeded in killing off an expressway that would have destroyed the French Quarter riverfront. Citizens of San Antonio have finally succeeded in persuading the Department of Transportation to withhold Federal matching aid for the controversial North Expressway that would gut the city's park system.

If the defenders of the Highway Trust nurse any illusion that the taxpayers want the projects that would be financed by such trusts, they should be quite willing to make any new federal-aid highway project dependent upon prior approval in a referendum. I feel certain, however, that you will never see the Bureau of Public Roads or a state highway department urge such a democratic course.

Highway needs?

The last defense of the highway lobby for the Highway Trust Fund is that their allegedly "expert" studies "prove" new highways will be needed.

The most charitable thing that can be said about such "needs" studies, from the biennial "Highway Needs Report" of the Bureau of Public Roads to similar studies sponsored by State and local highway departments, is they provide employment for a large number of persons. If the studies receive the credibility they deserve (which is nothing), no one will be hurt except for the waste of the taxpayers' money.

Asking the Bureau of Public Roads or a State Highway Department to determine "highway needs" is about as fruitful as asking a defendant in a criminal trial to determine his own guilt or innocence. Their bureaucratic lives depend on showing evergrowing "highway needs."

Just to make sure, the Federal Aid Highway Trust has its built-in bribery: The principal apportionment to states (for the Interstate System) is based on the relative costs for completing the system. Therefore, the higher the "needs" can be shown (through more lanes, more alternate routes, etc.), the higher the state's total apportionment. Federal-aid grants for state

(Please turn to page 8)

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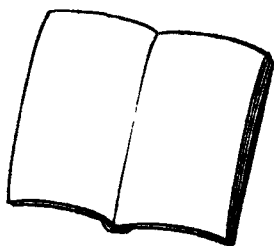
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National Press Building, lobby newsstand
Econocopy, 1037 National Press Building
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Next issue deadline: noon September 15

Buying nonleaded gas is tokenism.

Now if you really want to stop polluting things. . . .

IF you think you're really into the ecology scene, test yourself against this personal ecology program espoused by the Alternatives Foundation. It's their program, not ours. We're still in the pre-tokenistic phase of our ecological development. But we thought we'd pass it along for the benefit of those who want to move to the head of the class. Incidentally, the Alternatives Foundation has a magazine called the Modern Utopian and you can a sample copy by sending a dollar to AF, 1526 Gravenstein Hwy., North Sebastopol, Calif. 95472.

1. ALLOW yourself to become aware that you are the polluter of our environment. That it is the more wealthy people and countries which are destroying the world. That if you really wish to do something you may have no alternative but to give up much of the so-called "good life." Also allow yourself the joy of discovery that there is much to be desired in leading a more simple life.

2. STOP having children. You're not doing a baby any favors by bringing it into the world at this point. Life could be a real bummer for the next generation. The major reason we're in this mess is too many people. If you want children, adopt. God knows, there are many who need good homes. Support advocates of legalized abortion. It's necessary--nothing else at this point is going to bring the problem under control.

3. STOP smoking. An important and most difficult step. Important because it's a personal commitment to stop polluting your own body.

4. SWITCH to only bio-degradable (break down in water) dishwashing soaps and laundry detergents. Many supermarkets carry their own brands of bio-degradable products, but some of these are still high in phosphates, which are extremely damaging to the ecology of the water. If you can't find out what's in them (you might try writing directly to the manufacturer), write to the Amway Corporation, Ada, Michigan, for your local Amway representative. They stock a complete line of fine bio-degradable products. Stop using bleaches, softeners, etc. It's insane to have your clothes cleaner than the water you drink.

5. THINK of ways to avoid using your car. Every time you start up our chances grow slimmer. Consider the alternatives of car pools, hitch-hiking, bicycles, horses. If you must have a car, buy a four-cylinder, preferably used so you won't be supporting the auto industry. It doesn't burn as much gas, therefore pollutes less. Buy lead-free gas. Take a hint from the Russians when driving in hilly country; turn off the key and coast downhill. If you have two cars, sell one. The internal combustion engine is one of the major air pollutants. Write nasty letters to the automobile industries. They have the ability to switch to other forms of transportation now.

6. BECOME a vegetarian. The land can no longer support this many carnivores. It takes ten times as much grain to feed a cow as it does to feed a human being. Besides, it'll cut your food bill by more than half. "The theoretical minimum water to sustain living standards is about 300 gal. a day per person. This is the approximate amount of water needed to produce grain for 2 1/2 lb. of bread, but a diet of 2 lb. bread and 1 lb. beef would require about 2500 gallons." (Lord Ritchie Calder, U. N. science adviser in Foreign Affairs.)

7. GROW an organic garden. It's not only incredibly inexpensive, it's also one sure way to know your food hasn't been poisoned with chemicals and pesticides. If you live in a place where you can't grow even a small garden, move.

8. PLANT trees. Aside from their beauty

(and we sorely need more natural beauty around), they should be planted as a means of producing more oxygen which we will need in the not-far-off future.

9. IF you have even a small backyard, start a compost bin for your kitchen wastes. Organic matter should be used to replenish the earth, not pollute it. If you can't use the finished product on bushes, lawn, or garden, you're bound to find a friend who can. All organic wastes can go into it (including eggshells, coffee grinds, hair, fingernail clippings, the contents of your vacuum cleaner bag--you can reuse the disposable ones--even kitty litter and its contents) with the exception of paper. Start a family campaign to see just how little you have to throw in the trash or down the disposal.

10. TRY to limit the amount of paper products that come into your home. They can't be put back onto the land because of the chemicals used in their processing. Paper plates, magazines and newspapers that are of no real value to you, napkins, tissues, paper diapers--the list is endless. When you go to the supermarket, take last week's grocery bags to reuse instead of getting new ones. Buy milk in returnable plastic or glass containers, not waxed cartons. All the companies that produce these throw-away products are using up our woodlands. Try to remember that a tree had to be cut down so you could blow your nose.

11. THE above also goes for wood products--especially furniture. Try to rely on second-hand stores for needed furnishings. Redoing old pieces is not only creative and inexpensive, it means you're not supporting the industries destroying our environment. If you're planning on building a new house, take a giant step in the right direction and find a contractor who will come up with used wood. Better still, buy an old house and redo it.

12. CHECK into what your town is doing to alleviate the dump problem. Protest open burning. (We assume you're not burning any trash in your backyard). Urge municipal composing of leaves, etc. Human manure can and should be reverted back to the soil. Robert Levene, superintendent of the Allentown, Pa., Wastewater Treatment Plant, wrote an article called "How to Save Taxes at the Sewerage Plant" in Organic Gardening Magazine, Feb., 1970. Urge your sanitation department to check into it.

13. IF you live in the city, get out. The city can't last much longer, and there's very little you can do directly to help the pollution problem while remaining there.

14. TRY fasting for a day. It'll give you a better idea of what many people are experiencing in the world right now, and might give you a glimpse of your future.

15. IF you're a teacher, talk to your students about ecology and pollution. They have a right to know their lives are at stake. Urge your school board or administration to invite a conservation or ecology lecturer to your school.

16. AVOID buying no-deposit-no-return bottles of soda, beer, etc. Besides the fact that the products are harmful (we're not prohibitionists, but if you knew the processing the beer went through we doubt that you'd feel quite so high), the companies should be forced to reuse the bottles.

17. ON water--flush your toilet only infrequently, depending on how many people in your family. Don't flush for urine. Take less baths. When you do bathe, use less water. Bathe with a friend. Buy a washing machine that reuses the water for several washloads. Wringer washers or spindriers are the best, but if you must be more automated, check in Consumer Reports for the one that uses the least water. One more word on toilets--you can put bricks in the tank

of your toilet to conserve the amount of water being polluted.

18. MOST people keep their houses too hot for their good health. The more oil you use, the more you pollute, and you're contributing to the destruction of a most precious natural resource. One of the major oil companies has said that it will have completely used up the oil reserves in the U.S. within the next ten years. If that doesn't convince you to turn the thermostat down, maybe this will: with the outside temperature at 30°, the cost of heating any enclosure to 80° is about three times the cost of heating it to 60° and 25 times the cost of heating it to 40°. If you're chilly, put on a sweater.

To heat your home without polluting, you would have to rely on solar or wind designs which are in the works and which you might want to check out.

19. BOYCOTT any companies that you know are polluting. Write and let them know what you're doing. The more signatures on your letter the better.

20. PATRONIZE local farmers and try to convince them to go organic. It's a wide open market and could be a potential gold mine for the sharp farmer. Organic Gardening puts out an "Organic Food Shopper's Guide" for \$1. It's worth looking into for stores and farms in your area. Every time you can, switch from processed foods to something better. Write to the company to let it know you're no longer using its product and why.

21. GET over your hangups about insects and other creatures. Learn which ones are our friends and respect them. Spiders are the natural enemy of mosquitoes, snakes of mice, ladybugs of aphids, etc. The natural world is beautiful in all its variety and deserves to be observed and marvelled at, no stepped on or sprayed.

22. PLASTIC and aluminum products are real demons. They will not decompose and our dumps are being filled with them. Try doing without some of the products that come in these containers.

23. DON'T buy furs or leather products. You can easily avoid buying both and you'll be amazed at how good it feels NOT to wear the skins of another animal.

24. BECOME aware of noise pollution. We don't know what it is to have quiet prevail. Every time a machine is turned on or a horn honked, we cut out the sounds of nature--and there's less of nature to listen to every day.

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KOIN-PACK. Gold foil coins	\$2.75	\$5.55	\$16.00
THE HUGGER. Shaped, dry	\$2.75	\$5.55	\$16.00
CONTURE, siliconed, formed	\$3.00	\$6.00	\$18.00
TROJAN LUBE. The favorite	\$3.00	\$6.00	\$18.00

Free booklet "What Every Man Should Know About Birth Control" with orders of three dozen or more. No questions asked. Exclusive new do-it-yourself pregnancy test by a major pharmaceutical company, only \$6.50 (includes enough material for four tests), or send for details. Extremely reliable, currently used by physicians. Money-back guarantee if you are not satisfied with the merchandise. Population Services, Inc. Dept. W, 105 N. Columbia St., Chapel Hill, N.C. 27514.

25. WRITE to TV stations urging them to put on ecology-conservation programs. They can reach the largest audience and the American people have the right to know how serious the problems really are. The BBC in England now has at least one excellent documentary per week on this subject.

26. WHILE we're on the subject of the British, consider the fact that they have banned advertisements from their countryside.

27. DON'T ride on planes. Jets are doing their very best to destroy the atmosphere. And need we mention the Boeing 747?

28. WRITE your congressmen and President if you think it will help. We're pessimists in that area but would like to be proven wrong.

29. TALK to others. And talk, and talk, until they start listening.

30. USE as little electricity as possible. Minimize your use of appliances. Avoid patronizing places which use neon signs, and let them know about it. Write nasty letters to power plants and buildings which leave their lights on in unoccupied office space and hallways. Let them know you will not tolerate waste of natural resources.

31. DON'T eat in restaurants or drive-in food stands which use paper plates, cups, plastic utensils, etc.

32. DON'T leave the water running when you're not using it (when you shave, brush teeth, wash hair, etc.)

33. DON'T throw magazines/newspapers away. Pass them on to a friend or neighbor. Share.

34. FOR people who use scratch paper, don't buy new pads; use the back or any blank space on used paper, like computer (IBM) printouts, junk mail, letters, etc.

Three levels of ecological commitment

I. TOKENISM

Save newspapers for paper drives.

Put bricks in the commode to cut down on toilet water.

Shirts don't need washing after one wearing.

No milk cartons.
Their polyethylene coating makes them non-recyclable. Buy returnable bottles, at the store or from a milkman. Better, switch to dried milk. It's cheaper and comes in less-waste 20-quart boxes.

No disposable diapers.
Back to smelly hampers and long washes

No shopping bags.
Take the ones you have to the store with you. Save potato sacks for more permanent use.

No lunch sacks or baggies.
Buy a lunch box.

No waste scratch paper or stationery.
Use both sides; write small. Explain to correspondents what you're doing.

No throwaway pop cans, beer bottles.
If you buy beer, buy in cans and save them for drives. They're already worth 1/2¢ each.

No paper napkins, paper cups, paper plates.
Washing's a little more time-consuming. Slow down and dig it. Use bio-degradable soap; don't waste water.

II. GETTING INTO IT

No newspapers or magazines.
Try the 30-day TV news test; if you're still having withdrawal pangs, libraries subscribe. Post 'No Handbills' on your door, file obscenity forms against companies who send you junk mail.

Shower with a friend.
Showers use less water than baths. You don't need one every day.

Start digging human looks and smell. Off the cosmetics and deodorant, bottle and chemical clutter in the bathroom.
Shop Salvation Army and second-hand stores for clothes. Break the style habit. Give them clothes and other goods you don't want. No hoarding.

No food cans or bottles. Buy staples in quantity.
Use Mason quart jars for storing.

No toilet paper.

No waxed paper. It's non-degradable.
If you must wrap, tinfoil lasts several usings.

No envelopes. If you must write, seal letters with degradable glue.

No gasoline. Converting your car to propane costs less than \$400, which you'll make back in longer mileage per dollar and increased engine wear. Propane belches 1/2 to 1/4 the pollutants that gasoline does.
Use public transportation when feasible.

No pennies. (Gotta start breaking down money somewhere.) Save them for melters, new occupation soon to be on the scene.

III GETTING TOGETHER

Tune out newspapers, TV, other noise-makers.

No plumbing. Dig a well; bathe in an ocean or lake if nearby; bathe in groups Japanese-style, where one bucket of water rinses several people.

Build an outhouse. Lime keeps down flies and the diseases they spread.

Communes can set up communal kitchens, buy some food in quantity, and, if they have land, grow their own vegetables and fruits. The nuclear family is an ecoripoff. (Solitude and privacy are not incompatible with communal living. A little land allows separate dwelling, and domes allow cheap, easy construction).

No babies. Limit yourself to one child. Halve population each generation. If you want lots of kids, live with lots of adults. The nuclear family must go!

Communicate long distances via messenger. Close down the transportation network of the post office.

No cars. Feet are good for two miles, bicycles for 10 in non-hilly areas. Get a bike (or horse). Longer distances can be hitchhiked, bussed or planed if necessary. Drop out of the jet set; travel much in Concord.

Drink your dishwater. When you finish eating, pour hot water into your biggest dish. Scour the inside of the bowl with a stick (or your finger); pour the water into your next biggest dish and dry the first. Repeat the process till you've scoured your smallest dish, then drink the water (garbage tea). (—From the Whole Earth Catalog, suggested by Tassajara Zen Center.)

No lights. When it gets dark, go to bed. Let the Spirit of Night prevail.

The highway trust boondoggle

FROM PAGE THREE

highway planning are also geared to its capital improvement program: the greater the program, the more planners it may hire to justify still greater aid in future years.

This bribery extends down to the local level where even the best-intentioned "independent" consultant cannot operate objectively. He is, first of all, generally hired, either directly or indirectly, by the state highway department, reimbursed 50%-90% by the Bureau of Public Roads. He therefore knows where his bread is being buttered. Beyond this, however, the way federal transportation subsidies are now rigged, the consultant knows that if he finds a future need for increased travel, there may be 50-90% federal aid if he recommends a freeway, no federal aid if he recommends some other solution. His recommendations inevitably will be directed to the alternative which promises the least expense for his employer (the state) and the maximum contribution by the federal government.

The District of Columbia is a good example of how this process works:

By a joint resolution enacted March 7, 1942, Congress directed the D. C. Government to study the question of subways for Washington. Initially, the D. C. Commissioners referred the question to its Highway Department. Its study, submitted June 24, 1942, concluded in one paragraph that there should be no rapid transit system but recommended highway underpasses as both "necessary and logical."

Not entirely satisfied with this advice from its Highway Department, the D. C. Commissioners entered into a contract with J. E. Greiner Company of Baltimore and De Leuw Cather & Co. of Chicago to prepare a comprehensive transportation plan for central Washington. These consultants issued a study, "Transportation Survey and Plan for the Central Area of Washington, D. C.," on October 1, 1944, recommending that Washington's extensive street-car system be improved by placing it underground in the central city. Most of the Highway Department's highway construction projects were rejected as unnecessary. Except for what is now called the Whitehurst Freeway (after the D. C. Highway Director of that day), no freeways were recommended. Rail transit, they concluded, should be the "backbone" of the city's transportation system.

A few months later, Congress authorized planning for a proposed 40,000-mile Interstate Highway System with a promise of 60% federal aid. Not unnaturally, the D. C. Highway Department suggested that the same two consultants (Greiner and De Leuw Cather) take a second look. They quickly recanted their 1944 findings: Their new (1946) report concluded there was "little likelihood that Washington will ever need a rail rapid transit system." Instead, they suggested that the "backbone" of the city's future transportation system should be a "system of expressways serving all parts of the District and connecting with existing and proposed highways of this type in Maryland and Virginia."

But the 60% bribe proved insufficient. After a freeway war that was relatively tame by today's standards, the D. C. Government decided, as recently as 1954, to build only one new bridge (Theodore Roosevelt Bridge) and only one more freeway (the Southwest Freeway).

Other freeway proposals, from Inner Loop to new radial freeways, were scrapped -- they were too destructive to warrant the high cost.

Then Congress came along again and in the federal-Aid Highway Act of 1956 upped the ante on the Interstate System to 90% Federal aid and directed that the system be built to "free-way" (limited access) standards.

Since then the ardor of the highway builders for new freeways in Washington has been unrestrainable. Freeway "needs" bloomed overnight. Finding consultants who would proclaim such needs was a soft touch; after all, they fed from the same 90% trough. The business com-

munity was only too willing to have these huge Federal subsidies poured into the local economy: the end result was unimportant, but the money was all-important. The support of the private highway lobby was automatic: more construction contracts, more automobile sales and usage, more tire and gasoline sales were inducement enough. Against this alliance, the taxpaying public -- the public that pays the taxes into the Trust Fund -- has been powerless. Four different presidents of the United States have tried, without success, to check the juggernaut.

Living primarily from funds generated by the Federal-Aid Highway Trust fund, both the D. C. Highway Department and the Bureau of Public Roads operate as entities largely independent from the government administrations to which they nominally belong. They consider themselves answerable only to the Roads Subcommittee of the House Public Works Committee, which itself has a vested interest in the perpetuation of the Federal-Aid Highway Trust Fund and never-ending new highway construction. Negative decisions by the National Capital Planning Commission, the D. C. City Council, the Secretary of Transportation, or even the courts are disregarded. They feel their

life blood is dependent on the continued, uninterrupted flow of trust funds for new highways.

Officials at the D. C. Highway Department have been candid with me in admitting that the freeway projects that have sparked local opposition never would have been proposed in the first place if it were not for the promise of 50% or 90% federal aid. But, given this aid, they sincerely feel they would be doing a disservice to the community if they did not devote their maximum efforts to steering as much of it as possible into their hands for dispersal to worthy contractors.

Consultants employed by the Highway Department are similarly motivated. Privately, they recognize they are not paid to be objective. As long as the system is geared to federal-aid handouts to consultants who can divine a "need" for new highway construction, that is what they will do. Their economic life depends on it.

The "needs" studies themselves that are produced by the D. C. Highway Department and its consultants are jokes. When it was shown that their traffic forecasts bore no similarity to actual traffic counts (actual traffic in 1965 was far below what had been projected in 1959), they produced new ones. For three years after Congress declared that priority should be given in Washington one new rapid transit construction, the D. C. Highway Department still made its "needs" forecasts based on the assumption that all future travel would be by highway. When both White House and Congress

Eight years ago. . .



IN 1962, United Press International distributed the photo above to its clients with the following caption: "Before tomorrow comes for South Viet Nam, the problem represented by this man must be solved. He is a Viet Cong guerilla, blindfolded and held at gunpoint shortly after his capture by government troops. He symbolizes the menace of the Viet Cong, which must be destroyed before the Vietnamese people can be their own masters and build their future in their own way."

questioned this assumption, the D. C. Highway Department turned to the wildest types of assumptions to generate enough future travel to "justify" its highways. For example, the traffic forecast prepared its 1965 cost estimates submitted to Congress made such assumptions as: (1) several hundred thousand public school children living in the Maryland or Virginia suburbs would commute each day to schools located in the Federal Triangle in 1985 and (2) the number of suburban residents desiring to cross through (or circle around) Washington to work in another state would increase from 10,000 in 1960 to 144,000 in 1985.

Some alternatives

The present system of determining federal and state transportation investment decisions through the Trust Fund device has proved to be a massive failure. Objective reappraisal by the Congress is long overdue.

It may be instructive to look back over the past 170 years of federal, state and local financial involvement in transportation.

Throughout the nineteenth century, we pursued essentially a "user charge" philosophy in public transportation investment. Transportation facilities were generally privately-owned (although given the power of eminent domain by the states) and expected to pay their own way. Government financial involvement was active, but it was generally limited to entrepreneurial action through the purchase of stock or bonds in private enterprises, and then largely at a state or municipal level. The users were expected to pay for the capital investment, operation and interest charges through tolls, rates, fares and charges.

At first we had the turnpike craze. Thousands of private turnpike, bridge and ferry companies were chartered by the states to build highways, bridges and ferries, charging the users for the facilities. All of the first bridges and highways in the District of Columbia outside of the town of Georgetown and L'Enfant's Federal City were such toll-roads (including such present avenues as Wisconsin Avenue, Georgia Avenue, Columbia Road, Bladensburg Road, Kenilworth Avenue, Chain Bridge, Canal Road).

Close behind came the canal craze, followed in turn by the steam railway, the street railway and the electric rapid transit lines (elevated or subways) in some of our principal cities.

Success or failure of these enterprises turned on competitive success in the market place. And many of them failed. Canals and turnpikes, although once prosperous, rapidly went out of business as the "iron horse" proved to be more efficient than horse or mule-drawn vehicles on roadways and waterways.

Most of the canals were abandoned, either to be filled in as public nuisances (as the old Washington Canal, now Constitution Avenue) or allowed to revert to wilderness (as the Chesapeake & Ohio Canal, now partially maintained as a national park).

With the widespread demise of the turnpike companies, however, an exception was made in the policy that user charges should pay for all transportation facilities. It had been proved that the users couldn't pay. Although some turnpikes were abandoned, many had to be taken over and operated on a subsidized basis by state, county or city governments in order for farmers to reach their markets. Here in Washington, the last private turnpike went out of existence in 1883 when the D. C. portion of the Georgetown-Tenallytown-Rockville Turnpike (Wisconsin Avenue) was sold by the Washington Turnpike Company to the District of Columbia government for three thousand dollars.

What started in the last century as an exception in our national transportation policy has, in this century, become the rule, at least in private transportation. With the advent of the motor vehicle early in this century, it was probably feasible to revert to a user charge mechanism for highway users. Instead, however, the momentum has been away from user charges. Wanting help in their burden to improve the toll-free farm to market roads, the state highway departments in 1916 persuaded Congress to initiate the first federal-aid highway program. The interests of the farmer have long since

been forgotten, but the program keeps growing each year.

In the process, there developed built-in hostility toward highway user charges. In the last century, state governments found it difficult to rationalize providing some highways free of tolls while other highways charged tolls. Here in Washington, for example, the citizens of Georgetown succeeded in persuading Congress to authorize purchase of the old Aqueduct Bridge in 1886 for \$125,000 in order that it could be used toll-free. Since the merchants of Washington had a toll-free bridge to Virginia by that time (the 14th Street Bridge), the Georgetown merchants thought they were entitled to the same.

This hostility toward highway user charges is now a part of the Federal-aid highway laws, (which provide) that, with limited exceptions, all highways built with federal-aid "shall be free from tolls of all kinds." The exceptions are quite limited. Tolls may be charged only to cover bonded indebtedness for federal-aid highways and, once such bonds have been retired, that facility must also be operated without tolls.

It may generally be said, therefore, that state and local governments today are effectively prevented from assessing user charges for the highways they administer. They build and maintain our highways free of any user charge that would cover either the cost of the service rendered or the value of the service received by the users. No one is now free to price highway use in any rational way.

The precedent of toll-free government investment in our highways has, in this century, been extended to our waterways and airways where, again, the facilities are offered toll-free.

With this subsidized, toll-free public investment in highways, waterways and airways, what has happened to that part of our national transportation system that successfully operated on a user charge basis half a century ago?

The wealthy and once-feared "railroad magnates" and "traction magnates" are now gone. The railroads or urban transit systems they created for profit have languished, starved for new investment. Throughout the country, transit systems have disappeared entirely. Many of those that remain have been taken over by public agencies for operation. But still the notion persists that such urban transit systems should be self-sustaining, through user charges.

The result makes no sense today. As one civil rights leader commented to the American Institute of Planners a few years ago, our Federal transportation policy for our cities has become one of "socialism" for the rich and "rugged individualism" for the poor; if you own an automobile (and/or a yacht or an airplane) and are interested in private transportation, the federal government has substantial new investment earmarked for your benefit, to be used without tolls. But, if you use public transportation, through preference or necessity, you are expected to pay your own way. Private transportation is publicly-subsidized by billions of dollars each year. Public transportation, i.e., common carrier service for passengers, receives little or no public assistance; indeed, it suffers serious economic loss each year by the flow of public funds to aid competing private transport.

This pattern is fast wrecking our cities. It must be changed, and changed promptly.

One solution, advocated by many, is to place use of highways in metropolitan areas on a similar "user charge" basis presently applicable to public transit. This course is worth pursuing, but it has its drawbacks. It is exceedingly difficult to measure the total "costs" for use of highways and both difficult and expensive to collect the necessary tolls to cover such costs. The investment costs (for planning and engineering, right-of-way acquisition, construction), operating costs and interest costs are rather easily ascertained, but other costs are not. I speak particularly of the social costs in air pollution, noise pollution, auto accidents, as well as the community costs through displacement of homes and business and parks. Even if dollar amounts can be attached to such costs, how are the user charges to be directed to the individuals, families, businesses or environment adversely affected?



Marlock's Wedding

8507 Baltimore Avenue
College Park, Maryland
345-7728 20740

BELLS, BOUT SHIRTS, PIPES
A COMPLETE WEDDER CLOTHING AND HEAD SHOP

If we can't "vote with our pocketbooks" through an equitable system of user charges assessed against all alternative forms of transportation we might use, then it is essential that the people be given the freedom to implement our own judgements as to how federal transportation grants-in-aid are spent in some other way. The restraints must at least come off the marketplace of ideas. Toward this end, of permitting local discretion to solve our own local problems, I would recommend, as a minimum, the following reforms:

(1) The Federal-Aid Highway Trust Fund should be abolished, ending all earmarking of highway-related taxes to new highway construction. This money should be available for non-highway transportation investment (e.g., rail transit or bus transit), for software as well as hardware solutions (e.g., subsidizing improved transit service rather than building more highways), and even for non-transportation solutions -- a good argument could be made that the District of Columbia would be far closer to solving its present transportation problems if, in lieu of 90% federal aid for interstate freeways, there had been 90% grants-in-aid for attractive high density housing in the central city and if, in lieu of 50% federal aid for ABC highways, there had been 50% federal aid for improving single-family homes.

(2) The requirement in that states have similar highway trust funds earmarking highway-related taxes to highway construction should be repealed and the states should be encouraged to abolish such ear-marking of tax revenues under their own laws.

(3) The present requirement that proposals for federal-aid must come from state highway commissions authorized to construct highways should be abolished. Instead, each state, in order to qualify for federal aid, should be required to establish a state transportation department (following the lead of the federal government and such states as New York, New Jersey and Maryland), with authority for urban areas to initiate their own proposals, without concurrence of the state capitol.

(4) All federal prejudgement of how transportation grants-in-aid must be spent should be abolished. Today, cities may get aid for building new highways. They cannot get federal aid to tear them down, as San Francisco discovered after it had built the elevated Embarcadero Freeway and as Washington discovered after it had built the Whitehurst Freeway. Cities should be as free to remove yesterday's mistakes as they are to undertake new endeavors.

(5) The present ban against highway user charges should be repealed and cities permitted to levy local tolls and taxes on transportation users as regulatory tools to achieve local planning goals. It is generally conceded, for example, that New York City would benefit materially by a rush-hour toll on all automobiles entering Manhattan. Federal law now blocks this option.

(6) Above all, local democracy must be restored in making local transportation planning decisions, by making the end-use of federal grants subject to local decisions, by the public's elected representatives and/or by popular referendum. The federal interest in urban transportation expenditures should begin and end with a determination that the decisions on local use of federal grants-in-aid have been arrived at fairly, objectively and democratically.

Another autumn

DAVID Steinberg, sub-hosting for Johnny Carson, told the studio audience he was beside himself with elation. "Just imagine," he gasped, "In only seventeen days, it will be NBC Week!" Lerner and Lowe once wrote a melancholy song called "Another Autumn" about loneliness, but it might serve as a theme for television's perennial fall--which always leads to a winter of discontent.

It was the rambunctious Mike Dann, until recently a CBS executive and now with public TV, who last year summed up the "new season" offerings of his network for New York Magazine. "What's going to be on CBS this year?" he was asked. "Same crap as last," he replied.

Of course, the new-season promos see it differently. "We're getting it all together," sings a CBS rock chorus, before an announcer assures us that Andy Griffith is indeed returning to television this month. ABC meanwhile urges us to "get it together" by enriching our minds with the likes of "The Partridge Family," a fresh new sitcom about a widower with four kids (the switch is, they sing).

In one significant way, though, this new TV season will be different. The networks have launched an even greater effort to please the media-mad Nixon Administration. The most obvious element will be the torrent of programs on drugs--little frightshow peepshows which the Administration requested as part of its anti-drug campaign. Variety reports that "virtually every dramatic series and, in some instances, even comedies"--as well as daytime soapoperas--will feature stories about the drug menace.

NBC thought it could go this gambit one better and get even more kissy-faced with the Nixon gang by inviting Mr. Dick himself to appear on "The Name of the Game" when it does its obligatory drugstory. The chief executive, as he is sometimes called--and let's make no mistakes about that--would, naturally, portray himself (that is, his latest self, or the self of the moment, or the image self, or whatever). Nixon declined this opportunity to repeat his "Laugh-In" triumph, instead will send Robert Finch before the cameras.

You can see it now, can't you? Thousands of American youth put down their roach holders, needles, spoons, pills and waterpipes when they find out that the folks in Mayberry simply do not approve of such behavior. Why, what would Aunt Bee say if she caught young Opie whiffing opium? (We may soon find out). Yes, Nixon has certainly come up with the answer, and the TV networks, anxious for any easy ways to protect their investment from government interference without additional expense, have fallen into line like good sheep that they are.

They won't stop there, though. Just to make themselves still more secure, all three networks have planned patriotic specials spaced liberally (opps, a bad word)--spaced generously throughout the season. Here's the line-up assembled by Variety:

ABC has scheduled 17 hour shows between January and June, under the banner "America 71," designed to flaunt the "positive qualities of American life." The network plans to spend "half again as much" on these hooplas as on the usual documentary. ABC has already gotten off to a headstart, too, by cancelling a retecast of a documentary about Robert F. Kennedy--obviously in harmony with Administration wishes.

CBS has its eye on the mood of the Administration, too. The network will feature a series of 90-minute specials under the lively title "Historic Events in the United States." Together, huh?

NBC will have a regular weekly valentine to the dear folks in the White House, "Nancy," about the daughter of the President, plus a 90-minute special manned by John Wayne himself, with guest financiers Bob Hope and Lucille Ball, along with a token-lib appearance by the Smother Brothers. NBC has also commissioned producer Lou Hazam to create a back-slapping series of USA travelogues called "From Sea to Shining Sea."



Well, I'll bet you're running over to the box right now, getting all warmed up so you won't miss a thing. But wait--there's more. Not only will you get to see "Make Room for Granddaddy" and "The Don Knotts Show," not only will you be able to thrill again to the glories of Our Land while the country collapses around you; but here's a special treat from the FCC: This year, you'll get to see lots more POLITICIANS! Hey-hey!

Walter Annenberg is a Nixon-appointed buffoon slipping and sliding all over our embassy in London. He also owns TV Guide. TV Guide likes to say mean things about John Chancellor, because he's a (read this part to yourself) l-i-b-e-r-a-l. Recently, TV Guide had a story on how "President Nixon is Using TV to Get to the American People." That Dick--what a thoughtful fellow.

It appears, though, that The President has been Getting to the American People a bit too often for the Democrats. After a lot of ranting and hassling, the FCC has acted to guarantee time to opposition spokesmen. Not much time, but some. It's part of the FCC's continuing grope with its own Fairness Doctrine, which has never managed to seem very fair to anybody.

Nicholas Johnson spoke before Sen. John Pastore's committee in favor of greater access to the airwaves by anti-Administration spokesmen. He said, "Those who have power (the broadcasters) seldom relinquish it voluntarily. But they fly their colors for all to see; they have made it abundantly clear over the years that profits take precedence over the public interest, and that they believe they know better than the people themselves (and their elected representatives) what persons and issues should be presented and in what form, . . ." Of course it is only inevitable that those who make their enormous profits from broadcasting are going to do the least possible in the area of public interest, convenience, and necessity. With its new ruling, the FCC has merely made the minimum a silly millimeter less minimal.

One must respect Mr. Johnson and all his

ethical imperatives, but the sad fact is that little is accomplished by stuffing broadcast hours with stuffy politicians. Fulbright and McGovern were on NBC recently; they were reasonable, just, articulate--and boring as hell. Meanwhile, WTOP has been unleashing all the Maryland primary candidates in special free political telecasts (it's hard to sell time in August anyway) and about all these have demonstrated is that the stupidest idiot in the land can run for public office.

No matter how much token representation the so-called "other side" may get, neither is still going to bend over backwards, sideways, and every other way to convince us that Things Aren't So Bad After All. It's good business.

Notice the way TV newscasts are straining even more desperately to be the Happy Times. WRC's Willard Scott did a weather forecast in drag on Women's Lib Day, turning the news show into the Uncle Miltie hour. WMAL and other stations have copied Channel 5's bit of using music over newscast to end the show on an optimistic kick, and 'MAL has also assigned reporter Ed Turney to do 3-minute features on such trivia as burlesque queens and wig parlors. One Chicago TV station has captured that city's biggest news ratings by making the news show a real fun-fun affair and advertising it as such.

And the reporters and commentators, who will swear to you they haven't been the least bit affected by Spiromania, are flavoring their reports with unctuous patronizing of the Silent Majority. Terry Drinkwater, covering the American Legion parade in Seattle for CBS, noted that the Legionnaires may not be as sprightly as they once were but, nonetheless, "It was good to be marching" (good for whom?). Yes, Terry philosophized, watching the old men trundle down the street, "It was the kind of day when you suspected that most Americans were in favor of the traditional values, rather than against them." That's telling 'em, Terry! That's hitting 'em hard!

And it all comes to us in living, dying, color.



A scene from Dionysus Wants You

Photo by Don Marion

Dionysus Wants You!

SALLY CROWELL

SINCE it looks as if Washingtonians will get a chance to view Hair, the million dollar-grossing, anti-establishment hit, only after every country in the world has seen it, we should be thankful that the Folger Theatre Group has been resourceful enough to present us with DC's answer to the famed rock musical. At St. Mark's Church, 3rd & A Sts., SE, Dionysus Wants You!, a musical adaptation of Euripides' The Bacchae, has been given professional staging by the Folger Theatre Group under the direction of Richmond Crinkley, author of the new version.

The spaciousness of the sanctuary at St. Mark's lends itself well to the staging of the play, and the acoustics of the hall do much to enhance the sound. The lighting and props are kept simple and inobtrusive, while the sound, rightly so, is quite the opposite. The original music written by Bill Danoff and Taffy Nivert is well performed by musicians Zih-ave Wexler, Roland Henderson Scott Moyer and Brad Brasfield. Of particular note is a roving flutist who interacts with the actors and audience. But while the amplified sound is great, the music itself, as well as the dancing (movement) is rather bland and unexciting. With the possible exception of the opening group number "Pipe Dream" and a lovely ballad, "How I Feel," the musical score doesn't manage to succeed where the libretto fails.

Most of the innovations are appropriate with the exception of the overstated reiteration mime speech and song, of the killing of Benthous by his mother, Agave. The mirror games at the beginning, while it is as interesting to watch as

a moving sculpture, goes on for too long and doesn't achieve the intention noted in the program, a notation incidentally, that really isn't necessary if the play is able to stand by itself as communication.

The Greek chorus participating as it does throughout the play makes good use of the actors, and Mickey Hartnett's direction of movement is impressive; however, the level of dancing, as such, doesn't measure up to the singing, which is disappointing. With the exception of a poorly executed Go-Go dance (college variety show Vintage, at best) to "Psychedelic Jesse James," the dancing was limited to free movement improvisations in rhythm with the music.

Some commendable performances are

given by Malcolm Gröome as Dionysus (the Satyr); Jane Miller as Agave; and Kene Holliday as Tiresias. But if Mr. Crinkley achieves what he hopes to and manages to raise enough backing to take the show to New York, it is apparent that there will need to be some recasting as well as some script revisions.

During the 50's Broadway producers were seeking another musical variation on the Oklahoma! theme; in the 70's they are anxiously awaiting another Hair. So for the next few years, at least, be prepared to respond when the actors move into the audience and invite, even urge everyone to join in the dancing. For, after all, dancing is said to be the expression of freedom and abandonment, and supposedly, if you don't express it, you don't really feel it. But being invited or commanded to dance "spontaneously" along with the cast at the end of every rock musical isn't likely to be very freeing or particularly meaningful for anybody.

On the other hand, dancing with the cast of Dionysus Wants You! is not all that bad. It's good enough rock theatre to move a fair number of any audience to respond, and why knock it before you've tried it. However, if the theatre doesn't in itself move you, playbill notes can't really help that much.

Exciting things are happening in rock music today. Hopefully some of depth, originality and power can be successfully incorporated in meaningful musical theatre. However, while the rock musical has the potential for being exciting theatre, we will undoubtedly have a long wait before we experience another with the impact and originality of Hair.

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TODAY**

Cinemagoing in London

IN the United States, anybody who refers to movies as 'cinema' is bound to be a pretentious buffoon. But today I am writing from London where that's what movies and movie theatres are called and, so as not to be too ugly American, that's what I shall call them too. This linguistic tidbit is probably well known to most readers; judging from preliminary wanderings about London, I seem to be the only American over fifteen to be seeing England for the first time. As a guide, then, to DC seven-year-olds about to embark upon their first Grand Tour, I offer the following notes on the London cinema which is far cheaper and more imaginative in its offerings than what we are used to at home.

The big West End cinemas differ very little from our own first-run houses; they offer the usual assortment of Hollywood productions, art films and pornography, the last so much tamer than our own as to appear quaint. (One current spicy hit is called She Lost Her You Know What.) The major difference is the scaling of ticket prices--one can purchase a ticket at charges ranging from 96¢ to \$3 at most first-run cinemas. The cheaper seats are those of lesser desirability, down front and on the extreme sides, and sometimes have limited leg-room. On a Saturday night at the posh Curzon in Mayfair, I got to see Ingmar Bergman's A Passion for \$1.20. (In Washington, where the film was ludicrously called The Passion of Anna, the cost would have been over two dollars more.)

The Bergman film is, to put it mildly, not one of my favorites. The themes are those of that quintessential Bergman work, Persona--the insufficiency of identity and loving, the darkness of the human heart. But how far A Passion is from Persona; one wonders how the creator of that intricate, agonized mystery could have come up with something so ordinary. Themes that Bergman has fully explored in his last few films are flogged once more and none of the alienation devices--interviews with the actors, off-screen narration, grainy photography--lead us to new insights or responses. (The director's once-brave insistence upon the impotence of his art has become little more than a mannerism.) Even the marvelous actors are wasted; with nothing to do, Bibi Andersson is merely decorative and the superb Liv Ullmann might just as well be Sandy Dennis. I don't mean to be disrespectful. In films like Persona and Smiles of a Summer Night, Bergman revealed himself as a film artist of the highest rank. But Bergman, at his very best, has educated and enlightened us to the point where we can have little patience with an obvious, fumbling, unrealized work like A Passion. That the film has proved to be the director's most praised film in the United States since the days of Wild Strawberries is just further evidence of how much American movie critics hate artistic vitality in films.

The Berkeley Cinema in Bloomsbury is something between a first-run theatre and a neighborhood house, rather like our Key and Rosslyn Plaza. During intermission, the lights come up and a costumed girl sells packaged ice cream sundaes while snazzy ads for local merchants are shown on the screen. I saw a double bill of newish revivals, Women In Love and Stolen Kisses, again for \$1.20. I have already written at length about Truffaut's entertaining but disappointingly trivial romantic comedy, but the Ken Russell adaptation of D. H. Lawrence's novel is something I'm sorry to have missed the first time around. As a film about people attempting to redefine the meaning of love at the start of this century, it is not terribly successful; next to Truffaut's Jules and Jim, it is shallow and even a bit cheap. But Women In Love is a very entertaining film, often intelligently scripted and acted and wonderful to look at. Considered along with Karel Reisz's Isadora (which director Russell initially filmed for British television) Women In Love is another sign that the English cinema may be stirring to life again after years of tedium and incompe-

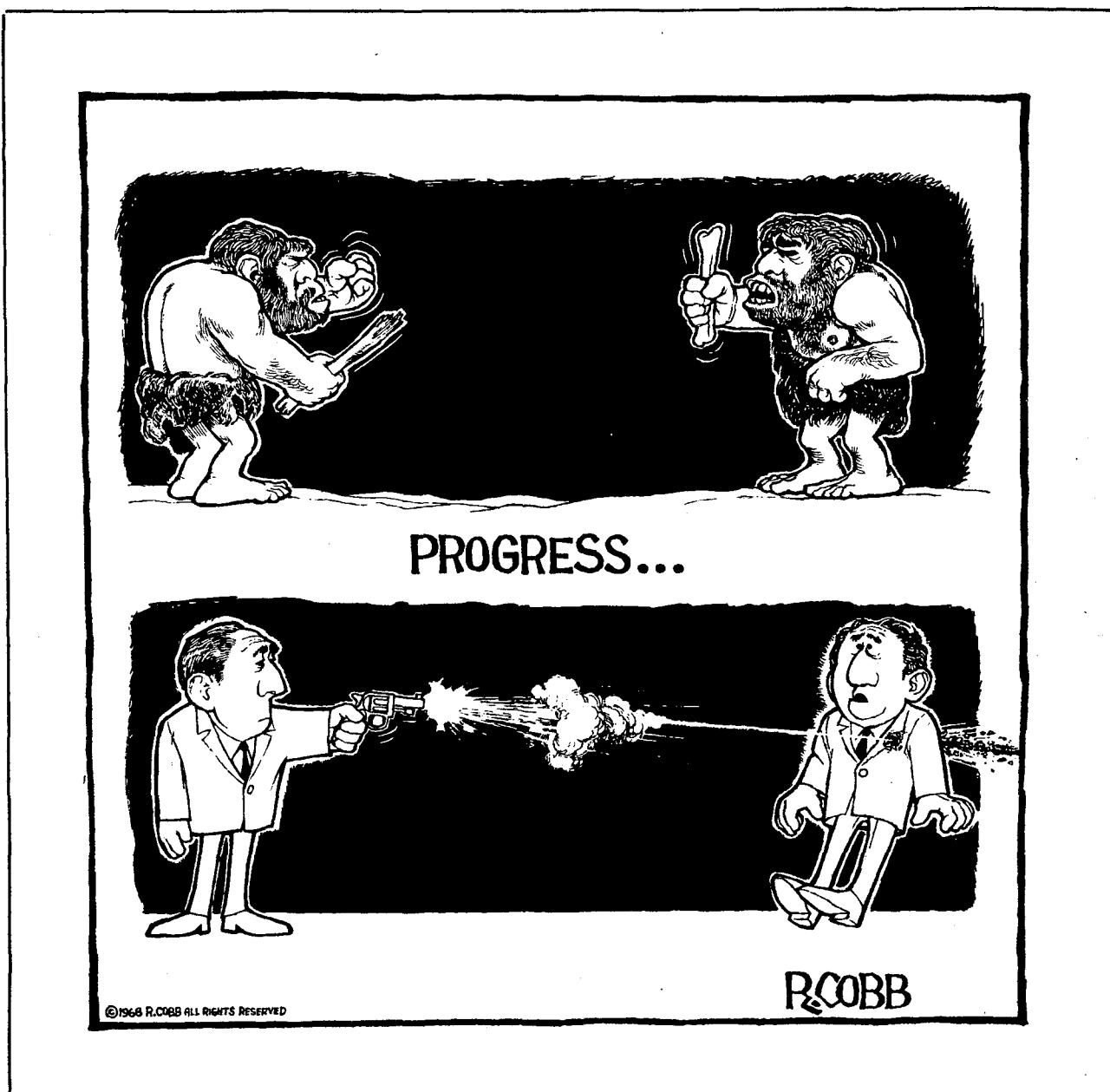
tence. There are nonetheless plenty of faults; Russell is not yet, nor will likely ever become, a filmmaker of much sensibility. He tends to jazz everything up, to make every sequence a set-piece and, as a result, the film has no real architecture and just keeps jolting along from big scene to climax and back again. He is also uneven in his handling of actors. There are wonderfully vivid moments by Alan Bates and Glenda Jackson which are more than offset by Eleanor Bron's disastrous Hermione (right out of Bedazzled) and Catherine Willmer's crazy lady which would even seem a bit outré in Hellzapoppin'. I don't have an intense admiration for Women In Love as a work of art, but I had an awfully good time seeing it and, like most people who have seen the film, am on my way back through the Lawrence novel. I feel rather obliged to say something about the film's use of nudity, but somehow I'm not quite up to it. Suffice it to say that if you live on good terms with your body, you won't object to anything in the film. If you feel that your body is nasty, you can be assured of a wicked old time.

There are a great many cinema clubs in London, all of which are open to the general public for a small membership fee. Some of these are just porno theatres trying to avoid England's censorship offices, but many are serious cinemas specializing in classic and avant-garde film screenings. One, the New Arts Laboratory, runs movies as a part of its weekly program of plays, environmental events, workshops and so forth. A shabby but very friendly place just off Tottenham Court Road, the Arts Lab presents its offerings, along with simple, nourishing meals, at very modest prices. Films seldom start on time and are projected television-sized on a huge screen but the atmosphere is, as they say, very groovy. I saw a screening of American underground

films by Warren Sonbert, a Jonas Mekas discovery of three years back, which included Where Did Our Love Go? Sonbert's long color portraits of the lives of his 'beautiful' friends aren't really much good, but there is a conveyed sense of personal feeling and an intermittent apprehension of Hollywoodish filmic beauty which keep the films from being a total waste. The Sonbert show cost 72¢ and, the next night, for 36¢, I got to see Bunuel's great (and nearly impossible to see in the U.S.) surrealist classic L'Age D'Or. At these prices the Janus Film Society seems absolutely avaricious.

At the other end of the club spectrum is the National Film Theatre of the British Film Institute, located on the South Bank of the Thames in the striking modern complex which also houses Royal Festival Hall. The film I saw, a history of documentary based upon snippets from fifty-eight classics compiled by Alberto Cavalcanti, left much to be desired, but the theatre is superb. Again, as in the commercial cinema, there is graduated pricing and though I managed to get a seat up front for 60¢, it had the least foot space of any theatre seat I've ever had the misfortune to encounter. In addition to running several valuable programs of films at any given time (a system which the American Film Institute at L'Enfant Plaza will be following this season), the N. F. T. offers all sorts of special events. This month there have been all-night tributes to Mae West and John Wayne and coming up soon are open interviews with John Frankenheimer and a number of international underground filmmakers.

Away from home for the first time (a home which has caused more pain than pleasure lately), one begins to realize just how universal an interest in films has become. Last night I met some people in a pub and at midnight found myself in a Bloomsbury flat talking about the latest Arthur Penn and Antonioni movies with an English girl, an Indian, a Frenchman and an English engineer who had studied filmmaking in California. It sounds hopelessly corny to say it this way, but at times it seems that if the machines and morons who are grinding us along to the end of the world will allow us a little more time, the movies just might bring us all together.



the city

HEARINGS

THE City Council hearings on a proposal to create auto-free shopping zones in three major commercial areas are scheduled for Sept. 22 & 23, 10 a.m. and 7:30 p.m. in the Council Chambers, District Bldg., 14th & E, NW. The hearings will focus on what areas should be closed; the hours they should be closed; and the effects on traffic patterns, pollution levels, and business of those closing. Responses to the closing of F Street, between 14th & 7th, NW, have been overwhelmingly in favor of the project. Citizens in other sections of the city are making proposals that similar street closings be considered for their area.

THE Federal Trade Commission will hold a public hearing, Sept. 22 at 10 a.m. in the FTC Bldg, 6th & Pa. Ave., NW, to hear testimony on the proposed trade regulation that would make unordered merchandise illegal and give the recipient the right to treat it as a gift and do what he wants with it with no obligation.

THE Zoning Commission will hold a public hearing in room 500, District Bldg., 10 a.m. on Sept. 9 to consider proposed amendments to the text of the DC zoning regulations. These changes are an attempt to implement the zoning recommendations contained in the Housing Report, Washington's Far Southeast '70, namely, that the blanket R-5-A zoning in the Anacostia area has contributed to the problems that exist there. Copies of the staff paper may be obtained on request. Interested persons or representatives of organizations may be heard at the public hearing. Written statements in lieu of a personal appearance may be submitted for inclusion in the record. For information, contact the Office of the Zoning Commission, Rm. 11A, District Bldg., 14th & E, NW, or call: 629-4426.

G.U. SPEAKERS BUREAU

THE Georgetown University Speakers Bureau has published an updated brochure of its members and their subjects for distribution to interested community groups in the area. Its purpose is to make the university's educational resources available to community organizations. To obtain a copy of the Speakers Bureau brochure, or to schedule a speaker, write to Mrs. John Connelly, Office of P.R., Georgetown University, 37th & O Sts., NW, Washington, DC 20007, or call: 625-4151.

ANTIQUE SHOW

THE Women's American Organization for Rehabilitation through Training is sponsoring their Fifth Annual Antique Show and Sale on Nov. 15, 16 & 17, at the Silver Spring Armory, Wayne Ave. & Pershing Dr., Silver Spring, Md. There will be about thirty dealers from seven states showing a great variety of antiques.

DC WAR TAX RESISTANCE

PEOPLE willing to spend time promoting War Tax Resistance in the Washington area are asked to attend a meeting on Sept. 14 at St. Mark's Church 3rd & A, SE, at 8 p.m. The action this group hopes to take will include some or all of the following: promoting telephone tax refusal and finding out how many phone tax refusers there are in the DC area; promoting income tax refusal and demonstrating the different ways it can be done and the varying penalties involved; widely publicizing the War Tax Resistance Alternate Fund; leafletting and performing guerilla theater at shopping centers, drawing attention to the actions outlined above; providing war tax resistance counseling to interested church and civic groups and to individuals; and finally providing

WHAT'S HAPPENING IN D.C.

EDITED BY PAT GATES

support to Jim Shea at his trial and after. It begins Sept. 29. He has been indicted for income tax evasion as the result of claiming all the members of his living group as dependents. He is currently executive director of Washington Area Peace Action. To help, call Judy Lhamon, 546-7604 or Bill Samuel, 546-8840 or 546-6231.

FREEWAY SLIDE SHOW

THE Emergency Committee on the Transportation Crisis has developed a slide show on the local transportation scene. It tells how the freeway system affects various neighborhoods, explains the politics of transportation planning, identifies those behind the highway lobby. For information on this slide show, which is available for showing at community meetings etc., contact Lou Robinson at 3728 Jocelyn NW, DC 20015, tel: 363-5380.

REGULAR MEETINGS

HERE is a list of regular meeting dates of city wide organizations and agencies. As these dates sometimes change, it is advisable to call in advance:

CITY COUNCIL: 1st & 3rd Tuesday, District Building, room 500. 629-3806.

BOARD OF ZONING ADJUSTMENT: 3rd Wednesday, District Building, room 500, 629-4426.

SCHOOL BOARD: 1st & 3rd Wednesday, 7:30 p.m. at the Presidential Building, 415 12th NW and other locations. ST 3-6111.

THE DC DEMOCRATIC CENTRAL COMMITTEE: will meet Sept. 15, rather than the second Tuesday of the month which is the usual date.

EMERGENCY COMMITTEE ON THE TRANSPORTATION CRISIS: every Thursday at 8 p.m. at the Brookland Methodist Church, 14th & Lawrence NE. LA 6-4592.

MODEL CITIES COMMISSIONS: Alternate Tuesdays at 7:30 p.m. at the US Employment Service offices, 6th & Penna. NW, 629-5095.

JEWS FOR URBAN JUSTICE: Alternate Mondays at 6 p.m. at various locations. 244-6752.

WASHINGTON TEACHERS UNION: Last Monday. 387-8100.

DC CITIZENS FOR BETTER PUBLIC EDUCATION: 2nd Thursdays at 95 M SW. 7:45 p.m. 484-7030.

CATHOLIC PEACE FELLOWSHIP: Each Tuesday at 3619 12th NE.

MEDICAL COMMITTEE FOR HUMAN RIGHTS: Third Thursdays at 8:30 p.m. at Howard University Medical School, Howard Campus.

PEOPLE CONCERNED ABOUT RACISM: 2nd & 4th Tuesday at 530 Cedar St. NW, 8 p.m. 737-8381.

THE LIBRARY BOARD OF TRUSTEES meets the 2nd Thursday of the month at 3 p.m., October through June. Call 783-4492 for location.

VOLUNTEERS NEEDED

CHILDREN'S Hospital needs volunteers to assist with clerical and office tasks in preparation for the Hospital's 1970 Annual Fund Campaign. Volunteers will work in the downtown Community Development Office, 1724 H NW, between 10 a.m. & 4 p.m., Mon. thru Fri. Contact Mrs. Beatrice Sines, 835-4388 for further information.

CONSUMER HELP

TWENTY law students from Howard University staff the Neighborhood Consumer Information Center, a non-profit organization, at 3005 Georgia Ave. NW. The NCIC is unique in that it handles the consumer's complaint until a reasonable result is reached.

Classes are offered to the public at the following locations and times: Perry Elementary School, NY Ave. between 1st & 2nd Sts. NW, every Wed.,

10:30 a.m. - 12:30 p.m.

Columbia Heights Community Center, 14th & Columbia Rd. NW, every Thurs., 2-3:30 p.m.

All Souls Church, B-14 16th & Harvard St. NW, every Wed., 7-8:30 p.m.

The NCIC informs consumers of their rights and how they can best protect themselves against unfair merchants. If you have a complaint, if you want to organize a consumer class or if you want further information, call 723-1540.

GI COFFEE HOUSE

THE DMZ, new GI coffee house at 918 9th, NW, is asking friends to contribute needed articles, to get them opening soon. Money heads the list of things most needed now, in any amount, and others include: typewriters, chairs, tables, sofas, filing cabinets, mimeograph machine, ashtrays, paper coffee cups, coffee mugs, plastic spoons, Xerox and stencil cutter privileges, books and publications, coffee urns and an inexpensive offset printer in the DC area. Call 232-0311 or 363-2525. DMZ has a truck to pick up anything you can supply.

HEALTH

THE DC health department has issued a warning against swimming, water skiing, or other water contact sports in the rivers and streams of the District. Among the pollutants is the chronic discharge of untreated sewage at the following locations: The foot of 30th St. NW; Water St. NW at 36th St. and Potomac St.; 27th & Eye Sts. NW and 13th St. & Ridge Place SE.

A project to detect lead in children is being developed by the DC Health Services Administration. Dr. Nina Woodside, deputy director, explained that the program is necessary, follow-

ing results of the recent lead screening project in the Anacostia, Model Cities, Deanwood and Southwest areas of the city, which were abnormally high. The Neighborhood Health Centers are open to all parents who wish to have their children tested for chronic lead poisoning. For further information: 629-3776.

NORTHEAST LIBRARY

THE Northeast Branch public library, 7th & Md., NE, will present a demonstration, film, and a list of suggested reading on setting up an aquarium and learning about different species particularly suited to home aquariums, Sept. 26, 11 a.m.

SENATOR CHURCH SPEAKS

ON Sept. 10, Senator Frank Church will address a gathering of young professionals in Washington. Also speaking will be peace candidates from local areas in Md. and Va. The meeting, sponsored by the Congress of Young Professionals for Political Action aims to increase membership and funding, and to get as many liberals as possible involved in local, as well as national, elections this fall. The public is welcome to attend the meeting at 8 p.m., New Senate Office Bldg., rm. 1202.

LIBERATION SCHOOL OPENS

THE Black Panther Party has set up a Liberation School. The school is open Mon. - Fri. with occasional movies on Sat. It teaches black history and black culture. The day starts with a free breakfast for the children, then classes, recess, a free lunch, and a summary of the day's activities. During the first 10 days the children will study the Ten Point Platform (Gazette, Aug. '70, Vol. 1, #20). Seize the Time by Bobby Seale will be read and a week each will be spent on the study of Huey Newton, Bobby Seale and Eldridge Cleaver. Older children will read such books as Soul On Ice and The Autobiography of Malcolm X.

Send all donations and requests for

(Please turn to page 14)



The Washington Panther Office, 1932 17th NW

"Civilisation" film series

THE widely acclaimed film series, *Civilisation* is being featured at twelve branches of the DC Public Library free of charge. This chart shows when and where the first three parts of the series will be shown.

	PART I	PART II	PART III
Cleveland Park (Tues. 2:30, 7:30)	Sept. 8	Sept. 15	Sept. 22
Palisades (Wed. 2:30, 7:30)	Sept. 9	Sept. 16	Sept. 23
Fort Davis (Thurs. 7:30)	Sept. 10	Sept. 17	Sept. 24
West End (Mon. 6:00, 8:00)	Sept. 14	Sept. 21	Sept. 28
Benning (Tues. 7:30)	Sept. 15	Sept. 22	Sept. 29
Chevy Chase (Wed. 7:30)	Sept. 16	Sept. 23	Sept. 30
Northeast (Wed. 7:30)	Sept. 23	Sept. 30	Oct. 7
Capitol View (Thurs. 7:30)	Sept. 24	Oct. 1	Oct. 8
Mount Pleasant (Mon. 3:00)	Oct. 5	Oct. 12	Oct. 19
Tenley (Wed. 7:30)	Oct. 7	Oct. 14	Oct. 21
Petworth (Thurs. 7:30)	Oct. 8	Oct. 15	Oct. 22
Southwest (Thurs. 7:30)	Oct. 15	Oct. 22	Oct. 29

city cont'd

further information to: The Committee to Defend the Panthers, 1346 Conn.Ave. NW, Dupont Circle Bldg., #1021, Wash. DC. Tel. 293-7127 or 293-7620.

CENSUS

TEN Neighborhood Development Centers funded by the United Planning Organization will participate in a drive to find people missed by the April census count. A significant number of DC residents' returns were missed by the April count, and this can make a difference in the amount of money the District will get for adult education programs, school lunches, job training programs and city services for the next ten years

Census forms are available at:

- 1507 9th NW
- 1368 Euclid, NW
- Change, Inc., 3308 14th, NW
- Center City Community Corp, 1009 N. J. Ave., NW
- Southwest House, 1307 S. Capitol
- Friendship House, 619 D SE
- Near Northeast CIC, corner of 12th & H NE
- Southeast House, 1225 Maple View Pl., SE
- Far East Community Services, 622-24 Division Ave. NE
- CHASE, Inc., 2737½ Nichols Ave. SE

GI OFFICE

A GI OFFICE to advance the case of servicemen with complaints against the armed services has been opened in Washington, DC recently. Its aim is to collect, investigate and document deprivation of the rights of our service personnel. Complaints can originate directly from GIs, independent agencies or the offices of senators and congressmen. The office is staffed by Marilyn Moorhead and Don Duncan, an ex-Green Beret who served in Vietnam. GIs should address their letters to P. O. Box 9746, Washington, D. C.

BUMPING BROYHILL

JOEL BROYHILL is being challenged this time by Harold O. Miller, vice chairman of the Fairfax County Board of Supervisors--and he needs help.

Here's how: Send contributions to Citizens for Miller Committee, 6377 Dockser Terrace, Falls Church, Va. You can buy bumper stickers at the same address. Volunteers are needed



community meetings

CAPITOL HILL-NEAR SE

THE Friendship House Board of Directors meets on the third Tuesday of the month at 7:30 p.m. at 619 D SE.

THE Friendship House Neighborhood Advisory Council meets the fourth Monday of each month at 619 D SE at 8 p.m.

THE Capitol Hill Action Group meets on the first and third Sunday of each month at St. Mark's Church, 3rd & A SE, at 8 p.m.

THE Capitol Hill Kiwanis Club meets on Thursdays at 7:30 a.m. at St. Mark's Church, 3rd & A SE.

FAR NE

THE Far NE-SE Council meets on

the third Friday of the month at 8 p.m. at the 14th Precinct, 4135 Benning Rd. NE.

FAR SE

THE SE Neighbors meet the first Monday of each month at Ft. Davis Library, 37th & Alabama Ave. SE, 8 p.m. Info: 3601 Alabama Ave. SE, DC 20020.

MT. PLEASANT

THE Mt. Pleasant Neighborhood Assn. meets the third Thurs. of each month at the Shaw Residence, 18th & Park Rd. NW.

etc.

WOMEN'S LIBERATION

A BIBLIOGRAPHY of women's liberation material has been published by a Tallahassee group in their 4 page leaflet called *PM*. This bibliography includes very up-to-date material including research groups, women's periodicals, movement periodicals with a special issue on women, articles and reprints, organizations, buttons and stickers, and announcements.

For a copy of *PM*, send a 6¢ stamp to *PM*, c/o B. Broedel, 308 S. McComb, Tallahassee, Fla. 32301.

GOING TO CANADA?

THE following list was gathered for those who face the draft and decide to leave the country and head northward. By contacting one of the groups, you can find a temporary place to live, odd jobs, and even receive help getting in touch with friends.

• Toronto Anti-Draft Program
2279 Yonge St., suite 15, Toronto, Ontario. Phone: 481-0241.

• Toronto American Deserters Committee, 75 Huntley St., Toronto, Ontario. Phone: 920-3923.

• Toronto Free Clinic, 252 Dupont, Toronto, Ontario.

• Red, White & Black, 44 St. George St., Toronto, Ontario. 925-2615.

• Committee to Aid American War Objectors, (mail to: PO Box 4231) 144 W. Hastings, rm. 607, Vancouver 9, B. C. Phone: 688-5944.

• American Deserters Committee (mail to: Box 3822, Station D) 3170 Willow St., Vancouver, B. C.

• American Deserters Committee 1227 Rue Wolfe, Montreal 132, Quebec Phone: 521-4113.

• American Deserters Committee

102 Villeneuve East, Montreal 151, Quebec. Phone: 845-6542.

• Assistance with Immigration & Draft, Box 2382, Station D, Ottawa 4, Ontario

• American Deserters Committee Box 2898, Station D, Ottawa 4, Ontario

For more detailed information send \$2 to the Toronto Anti-Draft Program for the *Manual for Draft-Age Immigrants to Canada*. Also good would be to send to the Ottawa American Deserters Committee for *Ambush* which is a newsletter written by ex-GIs in Canada.



local arts

STAGE

THE American University Theatre will open its 1970-71 season on Oct. 15 with Edward Albee's *Who's Afraid of Virginia Woolf?* Dates of performances are Oct. 15, 16, 17 and 21, 22, 23, and 24 at 8:30 p.m. in Clendenen Theatre on the AU campus.

Season subscriptions are on sale for \$8. Subscribers receive free admission to the new Open Stage program, sponsored and presented by the American University Theatre both on the AU campus and at Dumbarton Methodist Church in Georgetown. For further information, contact the American University Theatre, Wash. DC, 20016, phone: 244-6334 or 686-2315.

THE Washington Theatre Club's 1970-71 season opens Sept. 16 with previews of the first production, "The Effect of Gamma Rays on Man-in-the-Moon Marigolds." The performances will run five weeks total, including one week of previews, scheduled Tues. through Sun. evenings at 8 p.m. Matinees Sat. & Sun. at 3 p.m. The fall campaign for subscriptions will continue til Nov. 1. Call: 466-8860, or write the box office at 1101 23rd St. NW, Wash. DC 20037.

THE Folger Theatre Group's production, *Dionysus Wants You!* (a rock musical adaptation of Euripides' *The Bacchae*) continues each evening except Mondays through Sept. 20, at St Mark's Church, 3rd & A SE. Tickets: \$3.50.

ARENA Stage is looking for young actors, black and white, to sing for its improvisational company, *The Living Stage*, which tours neighborhoods and plays for small audiences of children and teenagers. The program's aim is to turn on young people to their own creativity by improvising scenes that are directly related to their lives. Arena Stage is only interested in actors who have improvisational experience and are familiar with and love children and teenagers. Call Suzanne Heard, 347-0931 for more information or an appointment.

THE DC Region of the American Educational Theatre Association will hold its "1970 Actors' Workshop," at Gallaudet College on Saturdays through September, from 9:30 a.m. to 4 p.m. This year's workshop is geared to audience participation in acting demonstrations conducted by the guest speakers. The speakers and topics are as follows:

• Davey Marlin-Jones, Artistic Director Washington Theatre Club, "The Actor's Relationship to the Playwright."

• Norman Gevanthor, Associate Director Arena Stage, "Improvisational Techniques."

• Louise Brandwen, Founder and Director of Stage Studio, "Vibratory Theatre."

• Vera Katz, Director and staff member of Drama Department, Howard University, "Activating the Actor's Dramatic Action."

• Ellie Chamberlain, Producer of Shakespeare Summer Festival, "The

(continued on page 15)

movies currently in town

AFRICA BLOOD AND GUTS
ANGEL LEVINE (thru 9/8)
BABY THE RAIN MUST FALL
BOB & CAROL & TED & ALICE
CATCH-22
CONTEMPORARY FILM FESTIVAL
EASY RIDER
HELLO DOLLY
IT'S YOUR THING
INTERNATIONAL FILM FESTIVAL
JOE
LANDLORD
M*A*S*H
MOVE
ON A CLEAR DAY
QUACKSER FORTUNE
THE REVOLUTIONARY (starts 9/9)
SOLDIER BLUE
SOMETHING FOR EVERYONE
THEY CALL ME MISTER TIBBS
THEY CALL ME MISTER TIBBS
THEY SHOOT HORSES, DON'T THEY?
WATERMELON MAN
WOODSTOCK

Trans-Lux, 14th & H NW 347-7600
Avalon, 5612 Conn. NW 666-2600
Key, 1222 Wisc. NW 333-5100
Outer Circle II, 4849 Wisc. NW 244-3116
The Cinema, 5100 Wisc. Av. NW 363-1875
Inner Circle, 2105 Conn. Av. NW 337-4470
Key, 1222 Wisc. Ave. NW 333-5100
Uptown, 3426 Conn. Av. NW 966-5400
Town, 1222 New York Av. NW 783-8886
Circle, 2105 Conn. Av. NW 337-4470
Loew's Embassy, Conn & Fla. NW 387-1344
Capitol Hill, 645 Penna. SE. 547-3223
Playhouse, 15th & H NW 783-8500
Fine Arts, 1919 M St., NW 223-4438
Apex, 4813 Mass. Ave. NW 966-4600
Cerebus II & III, 3040 M NW 337-1311
Avalon, 5612 Conn. NW 966-2600
Warner, 13th & E, NW 638-4425
Janus I & II, 1660 Conn. NW 232-8900
Keith's, 15th & G NW 628-6456
Republic, 14th & U NW 667-3002
Georgetown, 1351 Wisc. Av. NW 333-5555
Lowe's Palace, F & 13th, NW 737-1000
Cerebus I, 3040 M St. NW 337-1311
Outer Circle I, 4849 Wisc. NW 244-3116

Actor's Relationship to Shakespeare." Mickey Hartnett, Actress and Dancer, Washington Theatre Club, "Mime and the Actor."
Dorothy Rich, Education Feature Writer, the Washington Post, "Creative Thinking for the Actor."
For information, call Frank Johns, Chairman "1970 Actor's Workshop", 256-1164.

ART

THE Spectrum Gallery, 3033 M St., NW, continues its exhibit of works by June Carlough and Norma Eskenazi through Sept. 20. On Sept. 22, works of Garnet Jex and Harry Richardson open another two-man show of area artists, which runs through Oct. 11., phone: 333-0954.

THE Spectrum Art Gallery presents an outdoor art show Sept. 20 (rain date Sept. 27), 2 - 5 p.m. at 30th & Canal Sts., NW. The afternoon will include art demonstrations and Swiss dancing in addition to the art works displayed for sale.

ARTISTS Unlimited will hold an outdoor art show at Gaithersburg Square Shopping Center (Rt. 355 & Montgomery Village, Gaithersburg, Md.) on Sept. 12 from 9 a.m. until dusk. In case of rain it will be postponed to Sept. 19.

All artists are invited to exhibit. The art show will be judged and prizes awarded in addition to the art work being on sale. DC artists showing include Jessie Affelder, Robert Bardelson, Virginia Berton, Lillian Conklin, Joseph Hilton, Barbara Montgomery, Bethea Owen, Hilda Powers, and Gwendoline Reiss. Inquiries may be directed to Tela Dubin, WH 6-9307.

THE Mickelson Gallery, 707 G NW continues its group show through Sept. 26. The show includes paintings, drawings and sculpture by several area artists. Hours: 9:30 - 6:00, Sat. 9:30 - 5:00. NA 8-1734.

THE Agra Gallery, opened daily and Sundays 10-6, at their new location, 1721 DeSales St., NW, is exhibiting paintings by Lily Spandorf from Sept. 10 through 29.

THE Franz Bader Gallery, 2124 Pa. Ave., NW, will exhibit Stephanie Weber's prints and mixed media from Sept. 8-26. Hours: Tues. - Sat., 10-6 p.m.

THE National Collection of Fine Arts, 8th & G, NW, opens its exhibit of H. Lyman Sayen, a Philadelphia scientist-inventor who became an expatriate painter in Paris after the 1900's, on Sept. 25. He died young and unrecognized as an artist. This is the first major exhibition of his work. 40 oils, watercolors and drawings will

be displayed. Hours: 10 a.m. to 5:30 p.m. daily.

WORKSHOP, now located on the first 3 floors at the Corcoran's Dupont Center, 1503 21st, NW, has suspended its exhibition program in order to concentrate solely on graphic production work. They have substituted previous exhibition space for a new 1st floor sales gallery and for additional working space on the 3rd floor. The 1st floor sales gallery, opening mid-Sept. will be the only area open to the public.

Workshop has been a graphics production center for local and visiting artists working in printmaking and silkscreen techniques as well as design and sculpture. Workshop hopes that the recent expansion of production facilities will enable them to accept even more print and poster work from the community. For more information, call 296-0415.

THIS month the first issue of Artists Unlimited Newsletter, a new monthly devoted entirely to area art, artists and art happenings, becomes available on a subscription basis. All area artists, organizations and groups art-related may have their news items printed free as a public service. Call M. Scher: OL 6-1103 or Tela Dubin, WH 6-9307. To subscribe, write c/o Tela Dubin, 11702 Mentone Rd., Silver Spring, Md. 20906. (\$4.50).

MUSIC

ON Sept. 13, the Smithsonian's Anacostia Neighborhood Museum will sponsor a day of music from 1-8 p.m. featuring Les McCann, Shirley Horne, The Deliverance Singers, The Columbians, The African Jazz Ensemble, The Bill Harris Trio, The Bethlehem Baptist Church Youth Gospel Choir, and The City Street Theater Ensemble of New York City. The performances are free and will be held at the Frederick Douglass homesite, 14th & W, SE.

DANCE

THE Anacostia Youth Community Dance Company continues performances of "Focus," interpretive dance using blues, rock and spirituals, on Sept. 11, 12, & 18, at 6 p.m. Sept. 11's performance will be held at JFK Recreation Center, 7th & O, NW; Sept. 12 at Fairfax Playground, Alabama Ave. & 41st, SE; Sept. 18 at Evans Recreation Center, 5600 E. Capitol St. All performances are free. Call the Anacostia Community Center at 582-6949 or 581-1458 or Sharon Minor, 561-1616 for more details.



at the Smithsonian



The Feminine Experience

"WOMAN" EXHIBIT

THE 2nd World Exhibition of Photography in its American premiere showing continue at the Smithsonian's Arts and Industries Bldg., 900 Jefferson Dr., SW, through Nov. 8. Organized by the German magazine Stern, the exhibition contains over 500 photographs from 85 countries. It depicts women from birth to old age, in traditional and contemporary pursuits as mother, worker, and person.

CYMATICS EXHIBIT

"VIBRATING World," an exhibit continuing at the Smithsonian's Arts and Industries Bldg., 900 Jefferson Dr. SW, through Oct. 11, shows the odd effects vibration has on various materials, and consists of 50 black and white photo enlargements. The show is on loan from the International Business Machines Corp. 381-5911.

ASTRONOMICAL ART

PAINTINGS of the solar system by the Czechoslovakian artist Ludek Pesek will continue showing at the Arts and Industries Bldg., 9th & Jefferson Dr., SW, through Oct. 1. These paintings illustrate an article "Voyage to the Planets" in the Aug. '70 issue of National Geographic. 381-5911.

TEXTILE HALL

EQUIPMENT that revolutionized the weaving industry is part of the new Smithsonian Textile Hall in the National Museum of History & Technology, (Constitution Ave. btwn. 12 & 14, NW.) just opened recently. There are regular demonstrations of both weaving and spinning. The Textile Hall is a permanent exhibition, although individual items on display will change periodically. Call 381-5911 for more info.

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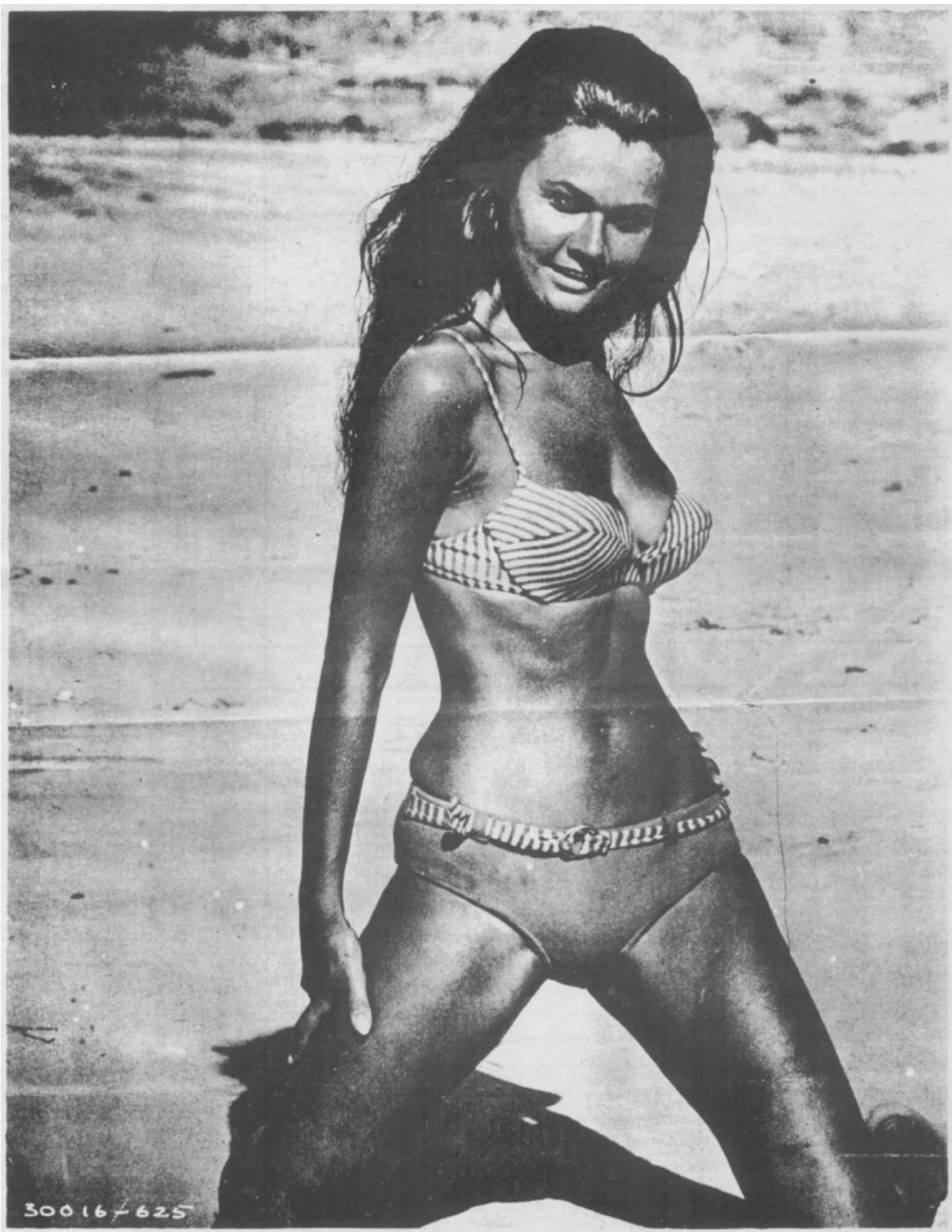
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(From the OBSERVER a Navy paper distributed to troops in SE Asia)



**BUNKER
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SEZ,**

Hey, big fella, bet you didn't know that gals like me are big on the fuzz did you? Well it's true! We all dig those handsome brutes in blue who sport the shiny silver badges in big cities like Washington, D.C. And if you want a chance to make some points in our direction, now's your chance. The D.C. Police Department has a special recruiting program, and it's open to all of you guys who complete your term of military service between 1 February 70 and 28 January 71. The beauty of the thing is that you can get a five-month early-out to join and become a constable-on-patrol (COP) in the nation's capital. The catch is that you must be able to get separated by 31 August 70 to be eligible for the program, and take a Civil Service examination. The Civil Service examination should be returned directly to the Metropolitan Police Department, ATTN: Mr. Fields, 3244 Pennsylvania Ave, S.E., Washington, D.C., 20020, no later than 30 September 70. Applications, however, are forwarded to the Pentagon, not to the DCPD, at OOCSPER-PS&T, Pentagon, Washington, D.C. 20310.

(PHOTO COURTESY WARNER BROS-SEVEN ARTS, INC.)